

SERVICES DIRECTORATE
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Subject: Inspection of Fuselage Skin and FR5 LH/RH near Wing Leading Edge**Aircraft Type:** C-212**Applicability:** C-212 Fleet**Referenced Documents:**

Ref. [1] SB-212-53-0054M

Ref. [2] SB-212-53-0054C

Ref. [3] AMM 53-50-00

Ref. [4] IPC 53-21-01

Ref. [5] NDTM 51-60-00

NOTE: This AOT is considered by Airbus DS as a Mandatory Action

1. REASON FOR REVISION

Issue 01 of the present AOT is edited to update inspection threshold and interval. The following paragraphs have been modified:

- Chapter 2.1, 2.3, 3.1.1, 3.2.3, 4.1 and 5
- Figure 3 and 4 updated in Annex 1

2. REASON

2.1 FACTS

Some Operators have found cracks on the airframe of C-212 aircraft.

Cracks were located on the fuselage skin and on frame FR5 under the skin, near the leading edge of the wing, on both LH and RH sides.

After the publication of the first issue of the AOT, several Operators reported findings earlier than initially expected. For that reason, a new analysis was performed concluding in a revision of the inspection requirements.

2.2 CONSEQUENCES

These cracks growth, if undetected, could lead to an unsafe condition, affecting structural integrity of the airframe.

2.3 AIM

The aim of this AOT is to provide instructions to ensure the structural integrity of the affected area by means of an inspection plan until permanent solution is defined.

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2.4 INVESTIGATION

An investigation of the damages found was performed to evaluate the impact of the cracks on the aircraft. Due to the analysis result, it was concluded that the inspection defined in this document, the same as the one defined in Service Bulletin Ref. [1] and Ref. [2], must be performed to assure the structural integrity of the airframe until a permanent solution is implemented.

The inspection requested by Service Bulletin Ref. [1] and Ref. [2] is considered superseded by the present AOT.

3. SHORT TERM ACTION

3.1 PLANNING AND MANPOWER

3.1.1 ACCOMPLISHMENT TIMESCALE

Perform the inspection described in Chapter 3.2 following the threshold and interval defined in Table 1.

THRESHOLD	INTERVAL
7000 FC or 7000FH since EIS* (whichever occurs first) Grace period 50FC or 50FH (whichever occurs first)	1750 FC or 1750 FH (whichever occurs first)

Table 1

For A/C already inspected by previous issues of the AOT, continue inspection plan in accordance with Table 1.

For A/C not inspected by previous issues of the AOT, the inspection must be performed in accordance with the following compliance time, whichever occurs later:

- Before exceeding 7000FC or 7000FH (whichever occurs first)
- Within 50FC or 50FH (whichever occurs first)

For aircraft repaired by means of a RDAS, the present AOT is no longer applicable. Applicable limitation and inspections (if any) are the ones explicitly shown in the RDAS.

*Entry into Service.

3.1.2 MANPOWER

The estimated time to get access and perform the inspection is 3 men hours per aircraft.

3.2 DESCRIPTION

3.2.1 ACCESS

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Get access to the inspection area removing the forward underwing Wing-Fuselage-Fairing LH and RH in accordance with Ref. [3] and Ref. [4].

Use a cherry picker to reach the location.

3.2.2 INSPECTION REQUIREMENTS

Perform a Detailed Visual Inspection (DVI) of the affected area following the rules of Ref. [5].

The inspection area is defined in Figure 1 and Figure 2. The inspection must be performed on the fuselage skin edges and holes close to the edges around FR5 area and the upper to lower former joints, inner and outer caps, web and joint fittings at the joining area.

Perform the inspection looking for cracks similar to the ones shown in Figure 3 and Figure 4.

3.2.3 FINDINGS

| In case of findings, report to Airbus Defence and Space the inspection results for further instructions.

In case of no findings, report to Airbus Defence and Space to confirm the inspection result.

3.3 SPARES AND TOOLING

N/A

4. FURTHER INFORMATION

4.1 FOLLOW-UP PLAN

| Airbus Defence & Space is currently working on the definition of the terminating action for this topic.

4.2 IMPACTED DOCUMENTATION

N/A

5. REPORTING

Questions about this AOT and inspection results with or without findings are to be sent to:

Airbus DS Technical Assistance Center (AMTAC):

Telephone: (+34) 91 600 79 99

E-mail: mta.technicalservice@es.airbus.com

This AOT is or it is expected to be subject to an Airworthiness Directive or Airworthiness Directive Recommendation Letter.

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Released by

HO Engineering Support Transport

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ANNEX 1 - FIGURES

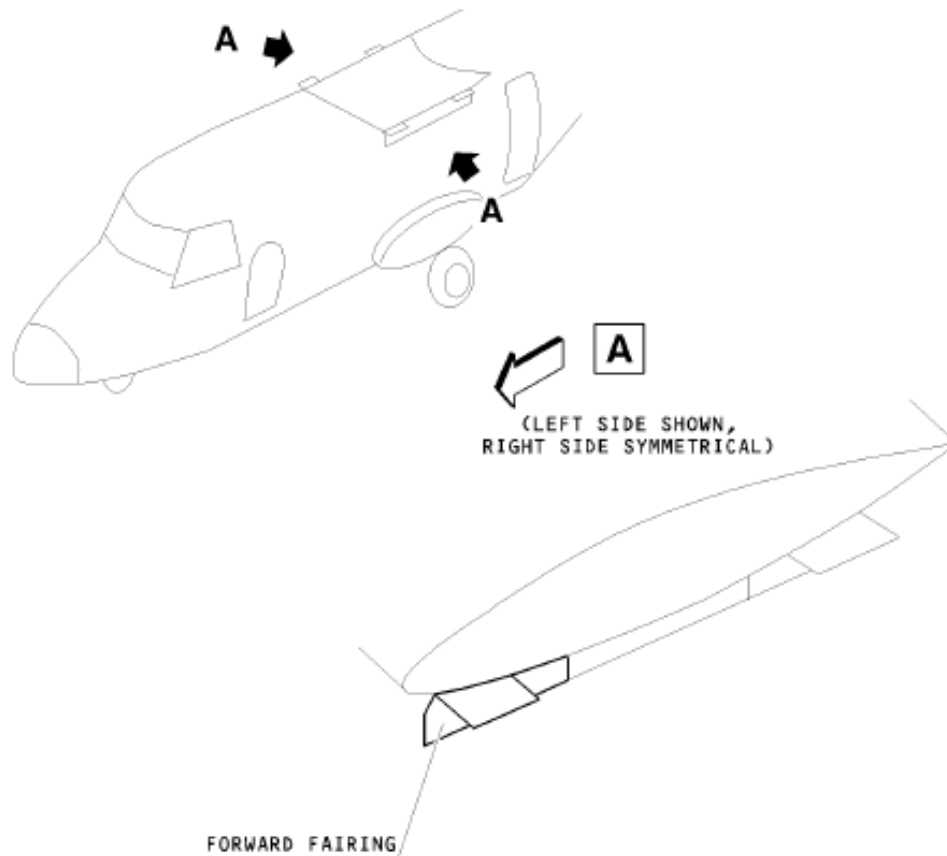


Figure 1. Inspection area location

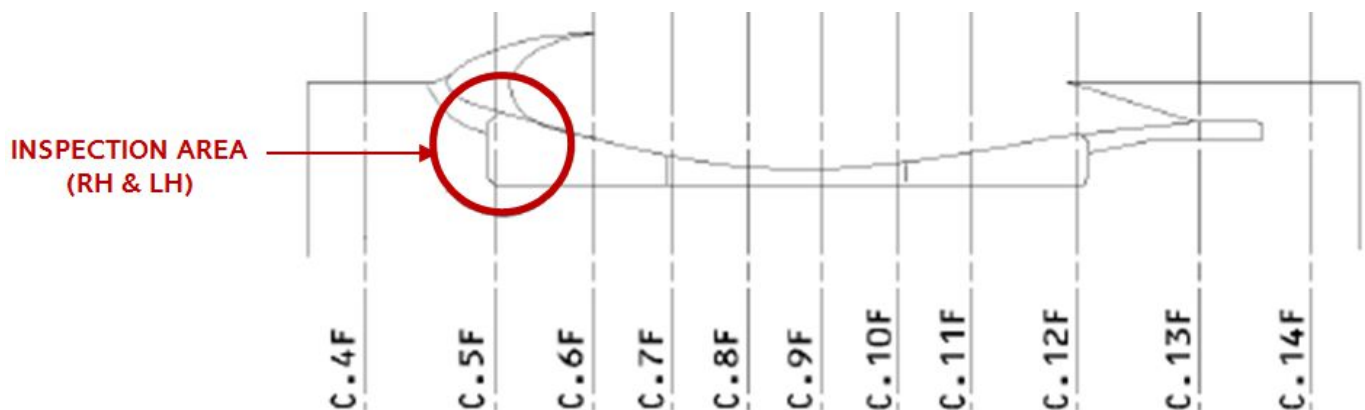


Figure 2. Inspection area (LH shown, RH symmetrical)

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Figure 3. Typical damages on LH wing

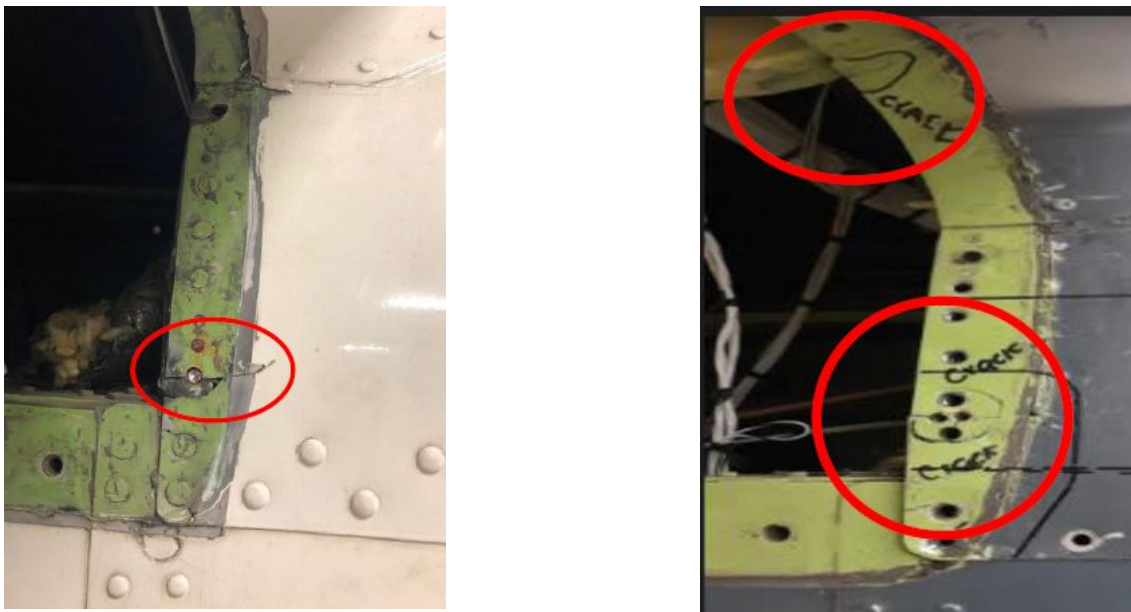


Figure 4. Typical damages on RH wing